

ALAMEDA COUNTY
CONGESTION MANAGEMENT AGENCY

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Memorandum

*March 3, 2009
Agenda Item 4.1.1*

Date: February 23, 2009
To: ACTAC
From: Saravana Suthanthira, Senior Transportation Planner
Subject: 2009 CMP Update: Update to MTS Roadways

Action Requested

ACTAC is requested to provide input on revisions to the Metropolitan Transportation System (MTS) roadways to be consistent with MTC. In 2005, MTC updated the MTS Roadways to include Rural Major Collector and higher as classified in the Federal Functional Classification System (FFCS) for the purposes of determining Pavement & Non Pavement maintenance and rehabilitation needs and eligibility for regional funding for that purpose. The revised MTS represents an increase in ratio of mileage of MTS roadways classified as collectors and above from 8% to 28%. Staff seeks input on whether this same MTS should be used for the CMP Land Use Analysis Program purposes.

Next Steps

Based on the input from ACTAC, staff will prepare a recommendation for revising the MTS and bring it to the Committees in April.

Discussion

Background

With the passage of the federal Intermodal Surface Transportation Efficiency Act of 1991, MTC was required to develop a Metropolitan Transportation System (MTS) that included both transit and highways. When the MTS was developed in 1991, it included roadways recognized as 'regionally significant' and included all interstate highways, state routes, and portion of the street and road system operated and maintained by the local jurisdictions. The intended purpose was that this system be subsequently analyzed and potentially managed to help relieve congestion.

MTC contracted with the Congestion Management Agencies in the Bay Area to help implement the federal legislation and to use the CMPs to link land-use decisions to the MTS. Therefore, as part of the Land Use Analysis Program of the CMP, the CMA reviews the proposed general plan amendments and other large-scale developments if there is a Notice of Preparation (NOP) issued to ensure that the regional impacts on the MTS are assessed, and that appropriate mitigations are identified, and that an overall program of mitigations can be implemented. Also, the CMA acts as a resource to the local governments in analyzing the impacts of proposed land use changes on the regional transportation system including providing the countywide travel demand model to produce forecasts for the land development projects.

In the context of the CMP, the distinction between the CMP and MTS networks is that CMP roadway network is used for monitoring conformance with the level-of-service standards as required by state legislation (Chapter 3) and the MTS is used for the CMP's Land Use Analysis Program to assess the land development impacts (Chapter 6).

Summary & Purpose of MTS Revisions

MTC updated the MTS in 2005. The update was necessitated because over the years the MTS has been increasingly identified with distribution of regional funding to the local jurisdictions rather than the originally intended system management and planning purposes. Use of the MTS for funding needs assessment and eligibility adversely affected the jurisdictions for two reasons: 1) streets that were eligible for federal funding based on the Federal Functional Classification System (FFCS) but were not on the MTS were excluded from funding consideration and 2) streets that were on the MTS but not classified as arterials and collectors on the FFCS were ineligible for federal funds.

Therefore, MTC formed a sub-committee of the Local Streets and Roads Committee to analyze the then current MTS and to develop a recommendation on how the MTS should be revised. The sub-committee compared various alternatives for defining a system of regionally significant roadways. In reviewing the FFCS, which is the basis for federal funding eligibility, it noted that the FFCS classified all streets, roads and highways according to an accepted system of classification that assigned levels of importance to each roadway segment based on a number of criteria. This functional classification was very similar to that used by the cities and counties to classify their roadways within their respective General Plan Circulation Elements.

MTC considered the merits of amending the MTS to be consistent with the FFCS by including all FFCS roadways classified as Rural Major Collector and higher in the MTS. This proposal was approved by the Partnership Board of MTC on August 1, 2005. Future additions/deletions of roadways to MTS will be processed in accordance with State and Federal Standards for amending the FFCS.

The following table highlights the key differences between the updated MTS and previous MTS:

Updated MTS	Previous MTS
<ul style="list-style-type: none"> ▪ Based on FFCS ▪ Includes 28% of total mileage of arterials and major collectors ▪ Classification is also generally used by local jurisdictions in their General Plan Circulation Elements 	<ul style="list-style-type: none"> ▪ Based on subjective criteria “regionally significant” ▪ Includes 8% of total mileage arterials and major collectors

Updating MTS network in the CMP report

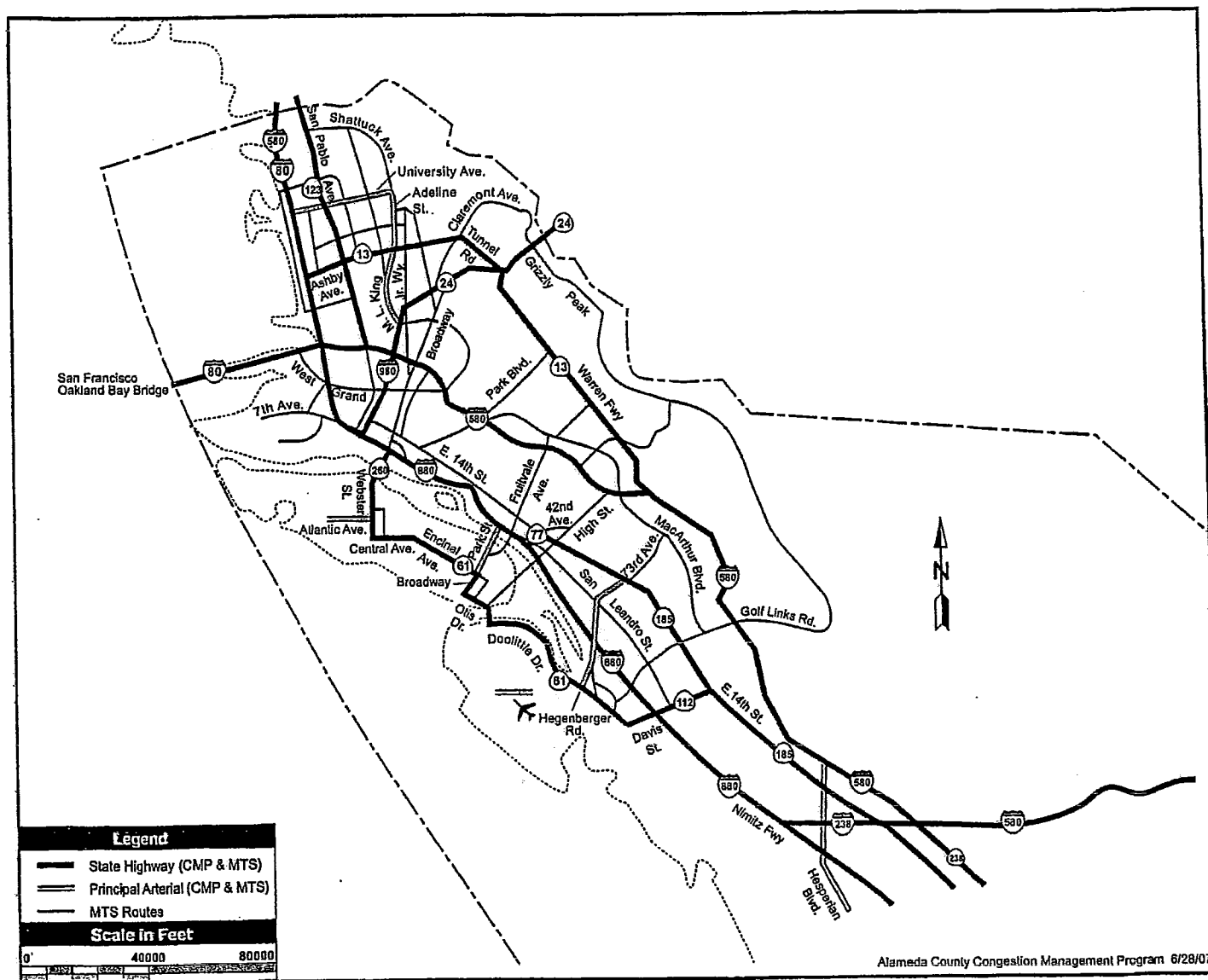
Attachments 1 through 4 and 1a through 4a illustrate the comparison between the pre 2005 and updated MTS roadways for selected areas of the County by Planning Area. The updated MTS can be found at http://www.dot.ca.gov/hq/tsip/hseb/crs_maps/ for all of Alameda County jurisdictions.

Staff is reviewing the roadway network in the countywide model to check whether all of the roads on the updated MTS are included in the model network. Staff will report the results of the review at the ACTAC meeting. Staff is seeking input from ACTAC on whether this same MTS should be used for the CMP Land Use Analysis Program purposes.

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DESIGNATED ROADWAY SYSTEM

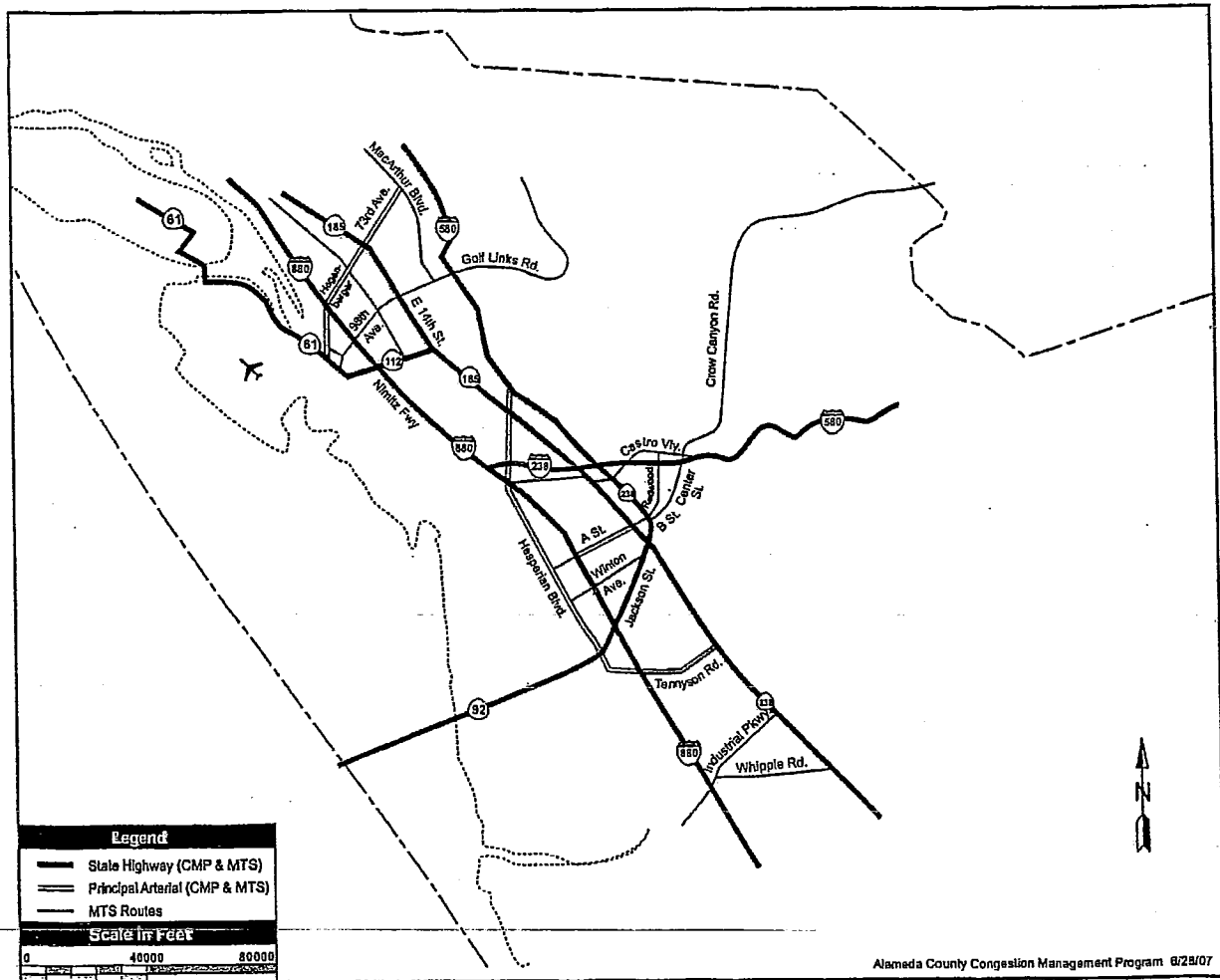
Figure 2—Designated System Map for Alameda, Albany, Berkeley, Emeryville, Oakland and Piedmont

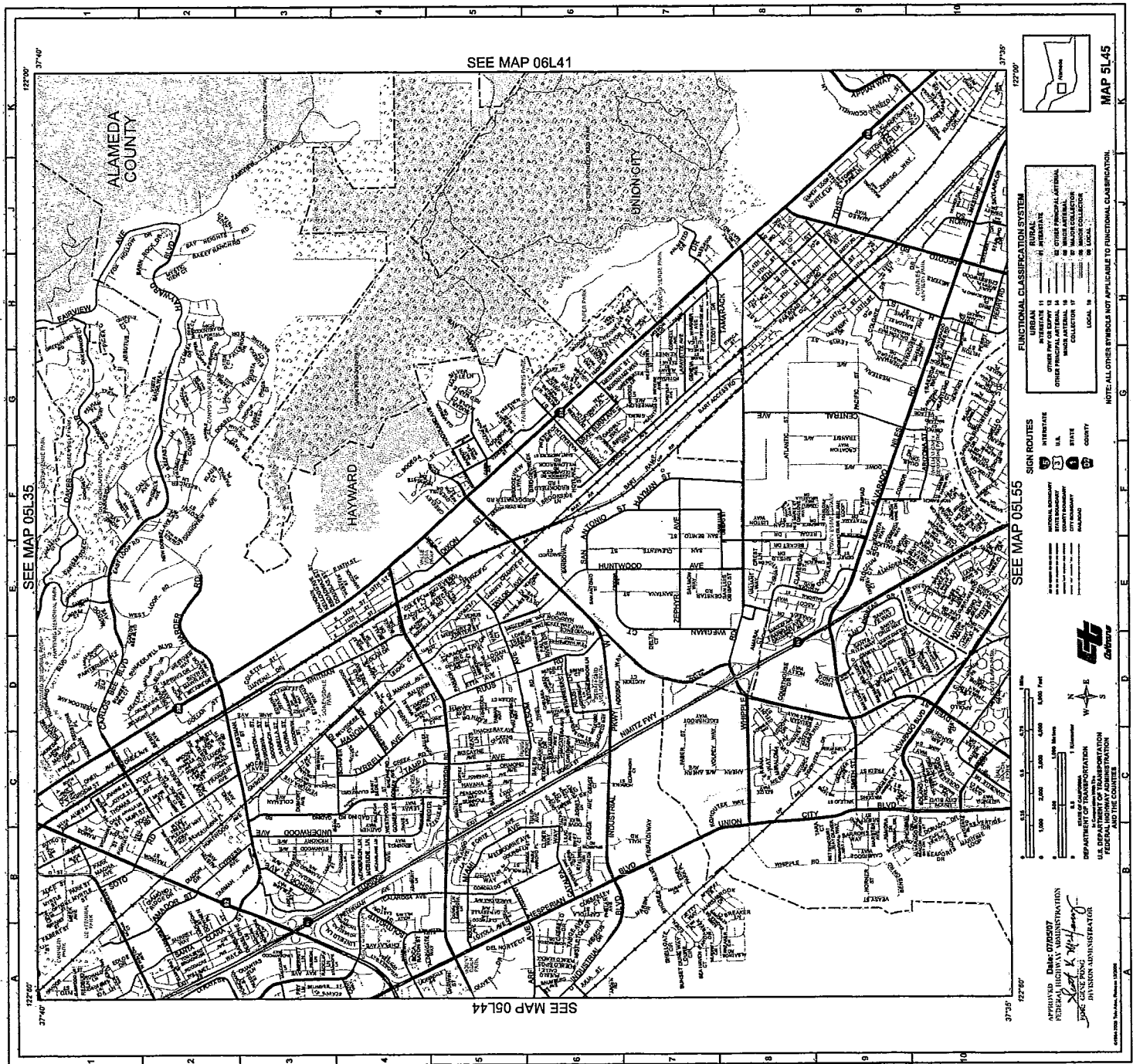




DESIGNATED ROADWAY SYSTEM

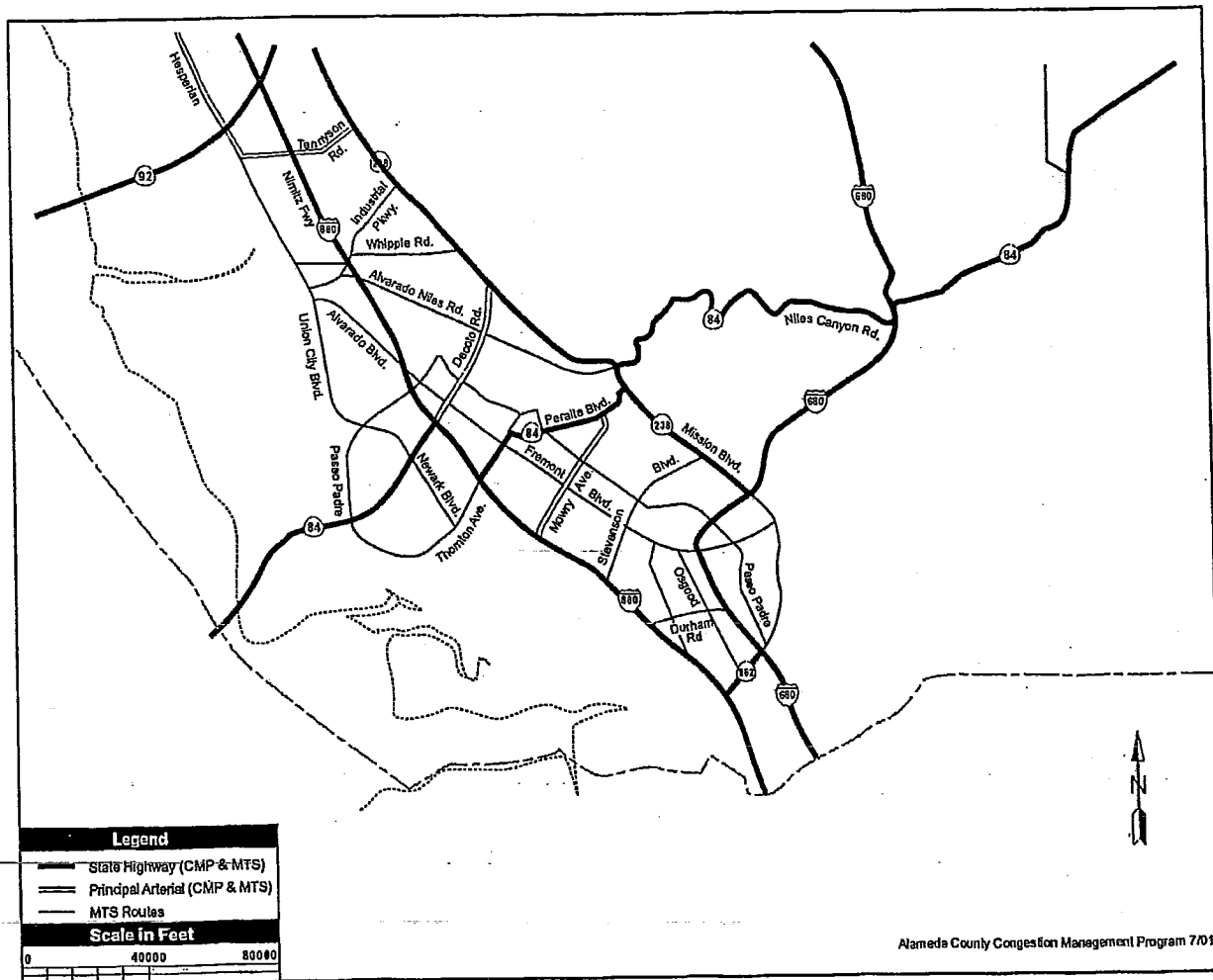
Figure 3—Designated System Map for Castro Valley, Hayward, San Leandro and San Lorenzo





DESIGNATED ROADWAY SYSTEM

Figure 4—Designated System Map for Fremont, Newark and Union City





DESIGNATED ROADWAY SYSTEM

Figure 5 — Designated System Map for Dublin, Livermore and Pleasanton

